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PHOTOGRAPHIC INTERPRETATION REPORT



**SOUTHEAST ASIA
ACTIVITY REPORT**

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM
1-7 DECEMBER 1966**

Declass Review By NIMA/DOD

25X1C

NPIC/R-385/66
DECEMBER 1966

SUMMARY NO 30

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WARNING

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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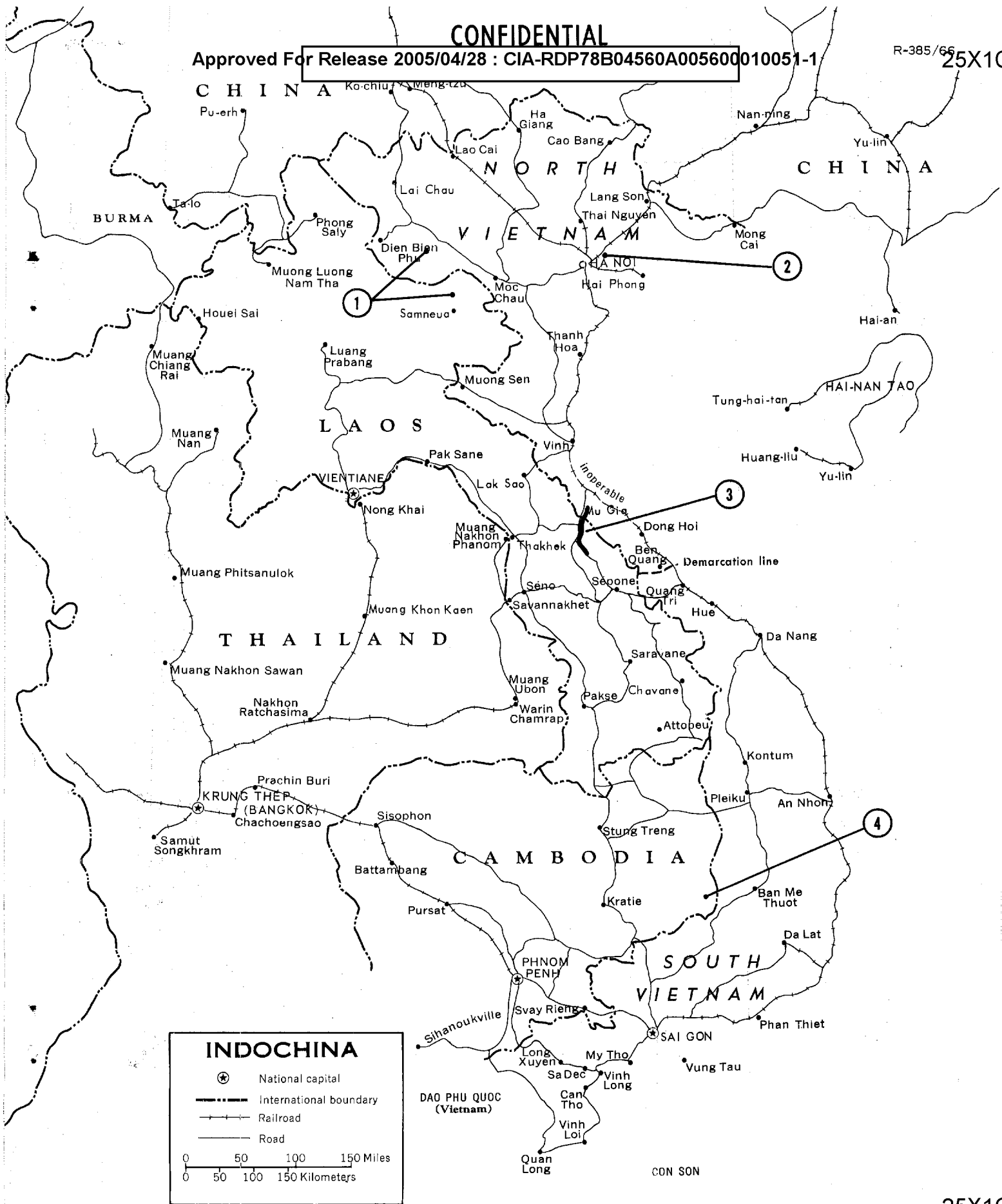
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NAMES AND BOUNDARY REPRESENTATION
ARE NOT NECESSARILY AUTHORITY

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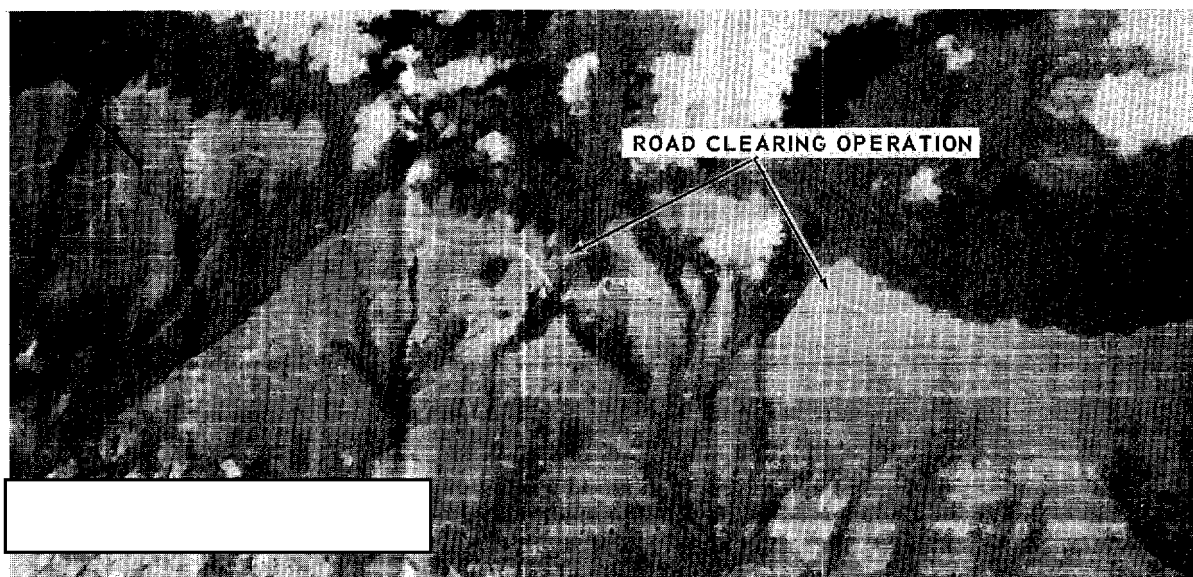
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1. Road Construction, North Vietnam/Laos Border Area

Road construction, consisting of initial clearing and earth-moving operations, has been observed in Son La Province, North Vietnam (Figure 1), intermittently from 21-21N 103-32E (UTM UJ482618) to 21-18N 103-35E (UTM UJ539572). The construction follows a ridgeline which generally parallels Route 6, and is located in an area currently void of roads. Additional road construction in the initial stage (Figure 2) has been observed northwest of Muong Het, Laos, and south of the North Vietnam/Laos border from 20-50N 103-59E (UTM UJ956043) to 20-52N 103-58E (UTM UJ937089). These two roads under construction are approximately 35 nm apart and may be unrelated, but they are generally aligned between the Lai Chau (North Vietnam) and Sammeua (Laos) areas. The reactivation of segments of Routes 44A and 190, however, suggests a possible relation between the new construction areas. This road, which is immediately north of the North Vietnam/Laos border between Ban Xieng Khuong at 20-54N 103-59E (UTM UJ946128) and Ban Dia at 21-03N 103-45E (UTM UJ703279), was in disuse on [REDACTED] recent vehicle tracks are now observed along the entire length (Figure 3).



NPIC Cable Cite 9189, DTG 010116Z, Dec 66



NPIC L-6295 (12/66)

FIGURE 1. ROAD CONSTRUCTION (21-19N 103-33E), NORTH VIETNAM

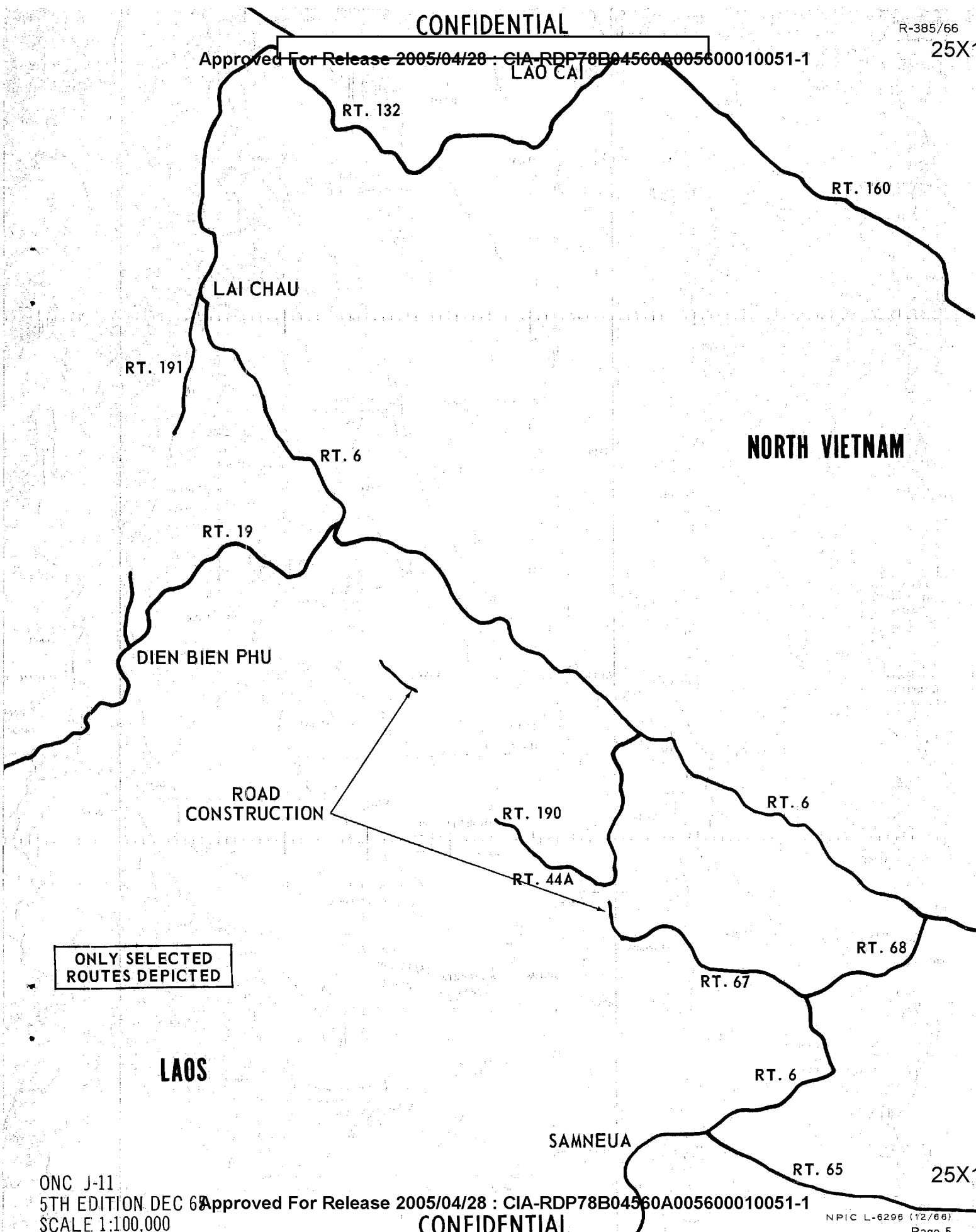
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NORTH VIETNAM

ROAD
CONSTRUCTION

ONLY SELECTED
ROUTES DEPICTED

LAOS

SAMNEUA

ONC J-11

5TH EDITION DEC 68

SCALE 1:100,000

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NPIC L-6296 (12/66)

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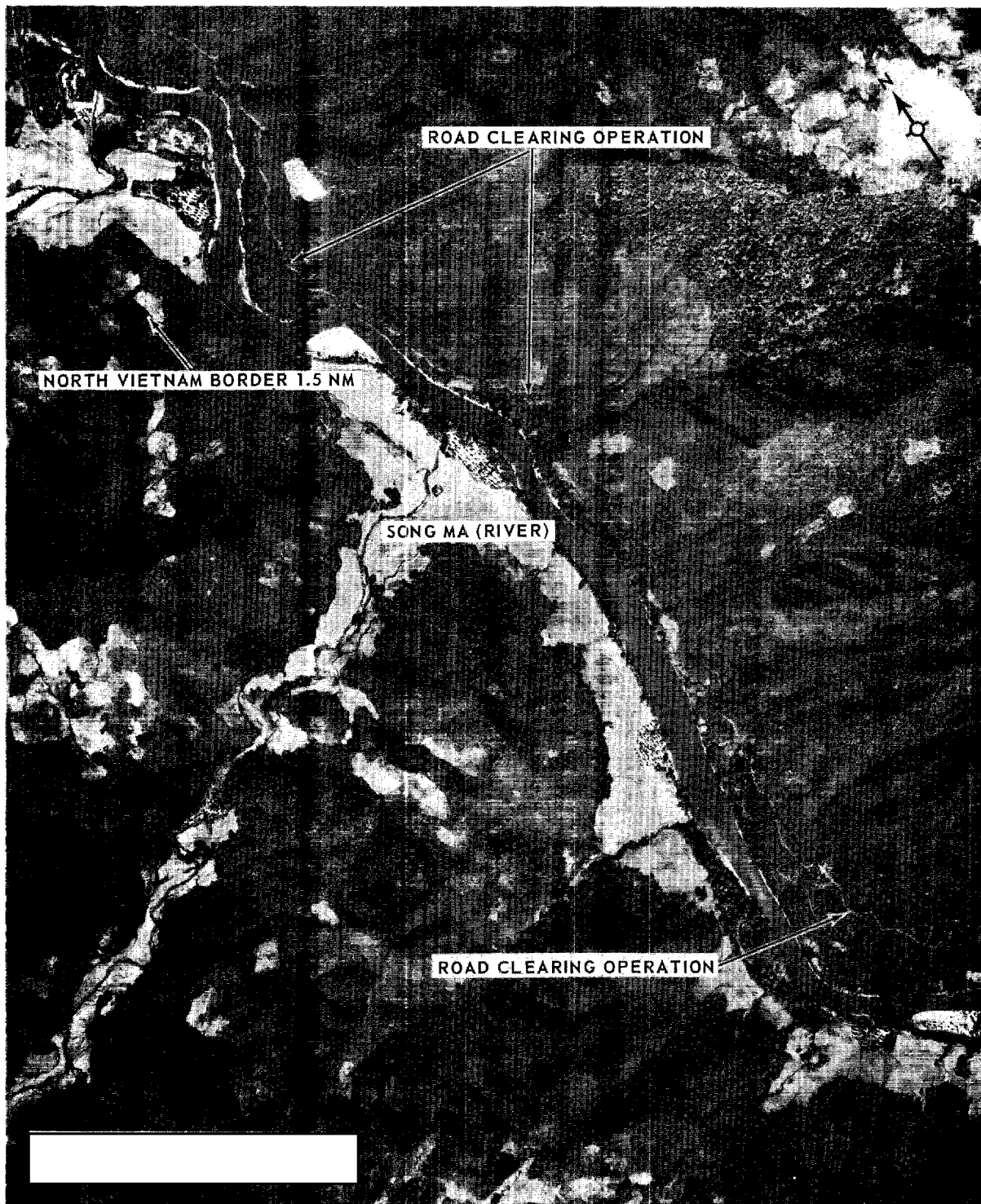


FIGURE 2. ROAD CONSTRUCTION, MUONG HET AREA, LAOS

NPIC L-6297 (12/66)

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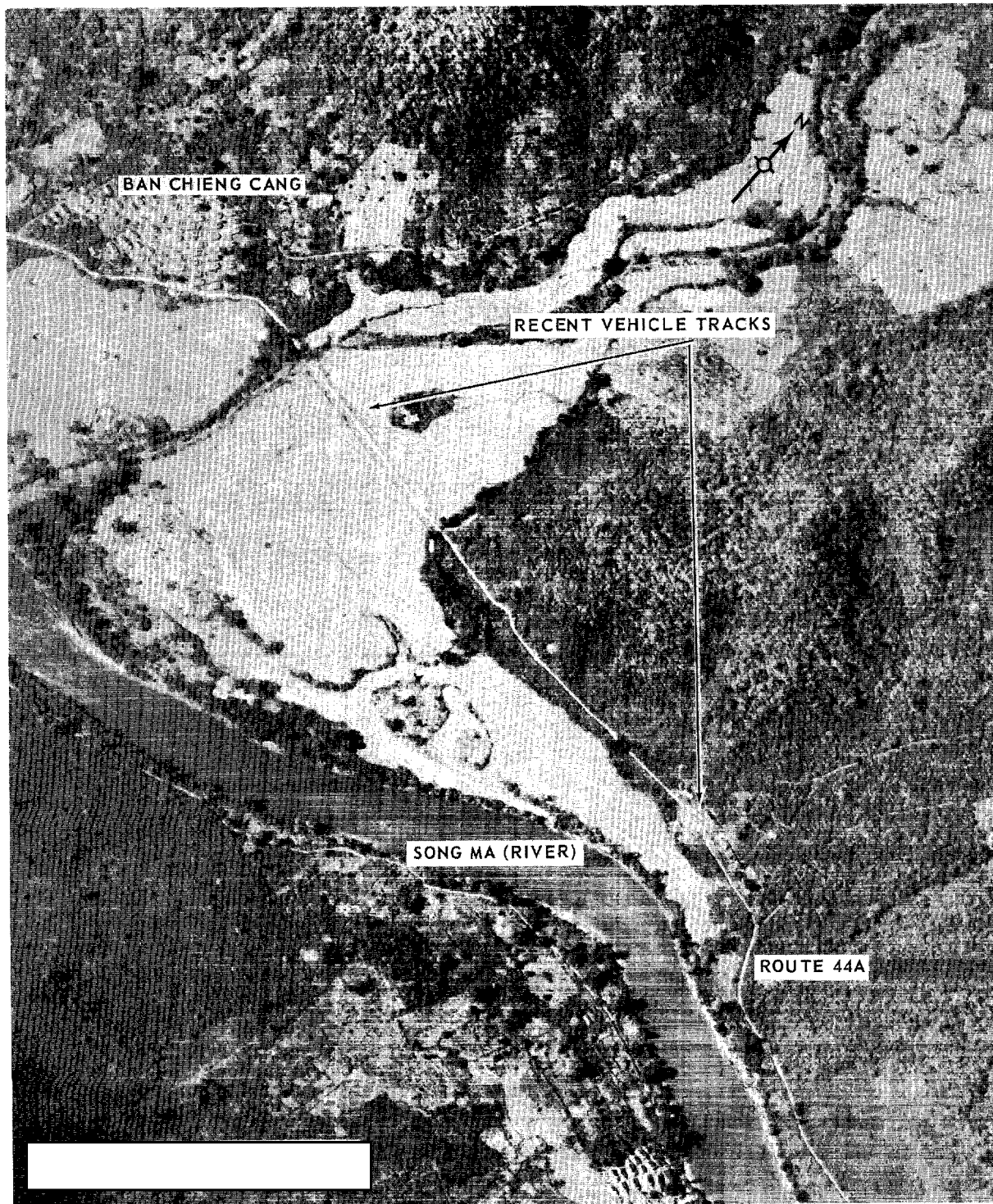


FIGURE 3. REACTIVATED ROAD, NORTH VIETNAM

NPIC L-6298 (12/66)

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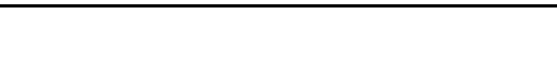
2. Railroad Bridges, Dap Cau, North Vietnam

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On photography of [redacted] the Dap Cau Railroad and Highway Bridge over the Song Cau [redacted] at 21-12N 106-05E was serviceable and two spans of the Dap Cau Railroad Bridge Northeast over the Song Cau (BE No [redacted]) were missing (Figure 4). Photography of [redacted] revealed that the main bridge was severely damaged by air strikes, one missing span of the by-pass bridge was in place, and the other span had been loaded on a large raft (Figure 5). The entire operation can apparently be completed within a few hours with a minimum disruption of traffic.

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NPIC Cable Cite 9150, DTG 252312Z, Nov 66
NPIC Briefing Board L-2352

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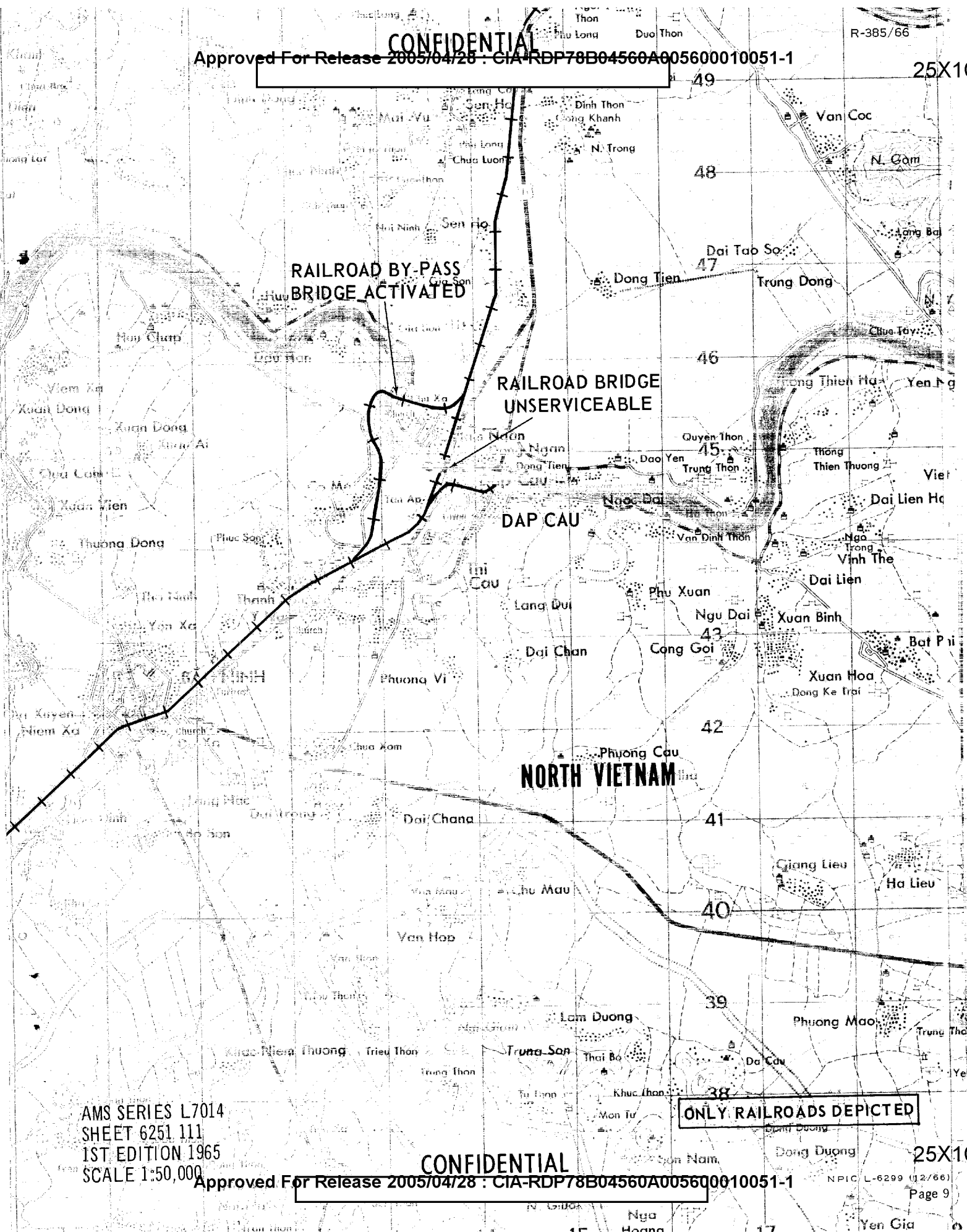
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AMS SERIES L7014
SHEET 6251 111
1ST EDITION 1965
SCALE 1:50,000

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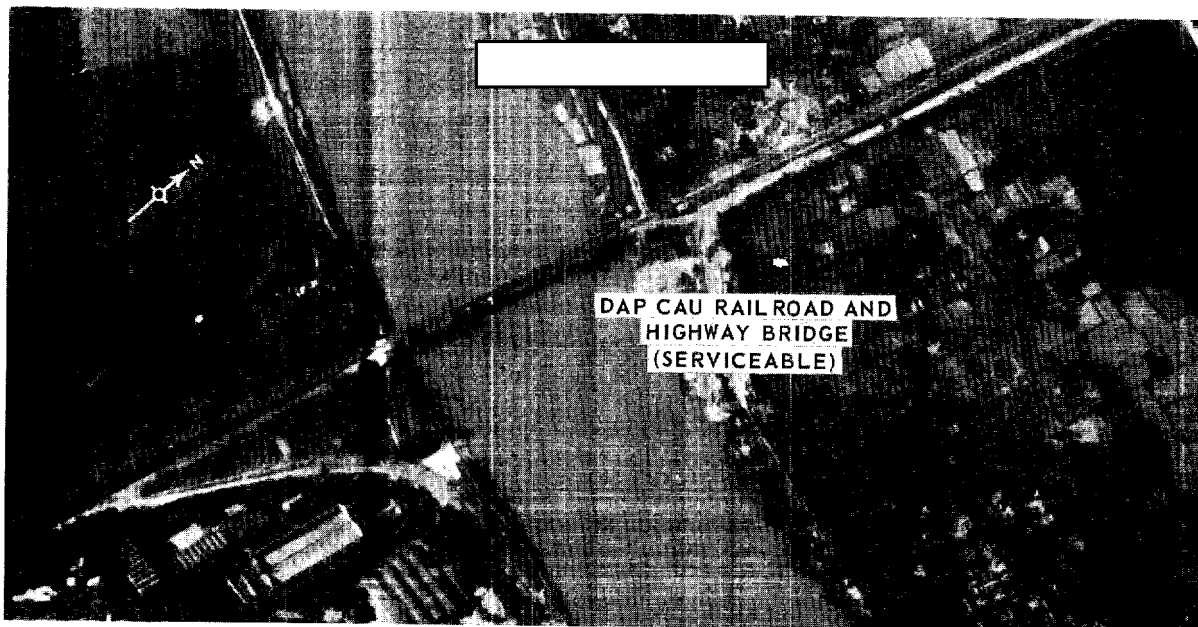
NPIC L-6299 (12/66)

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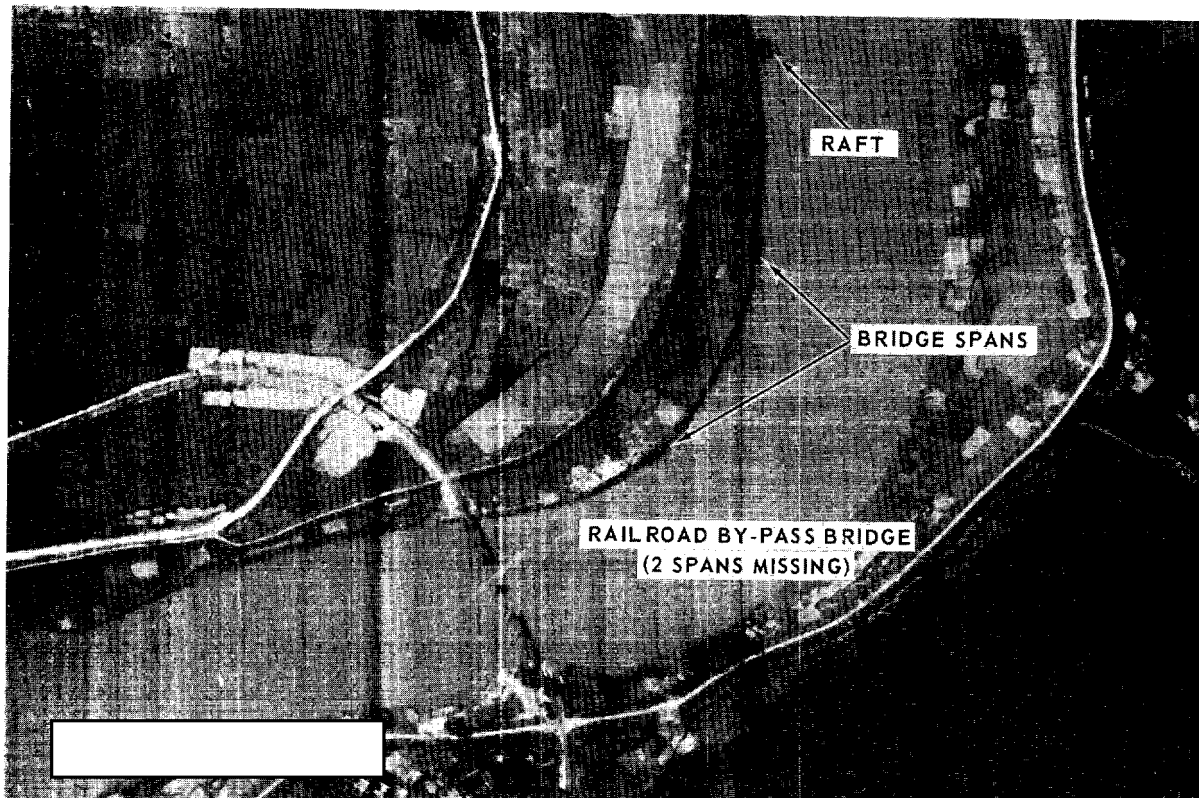
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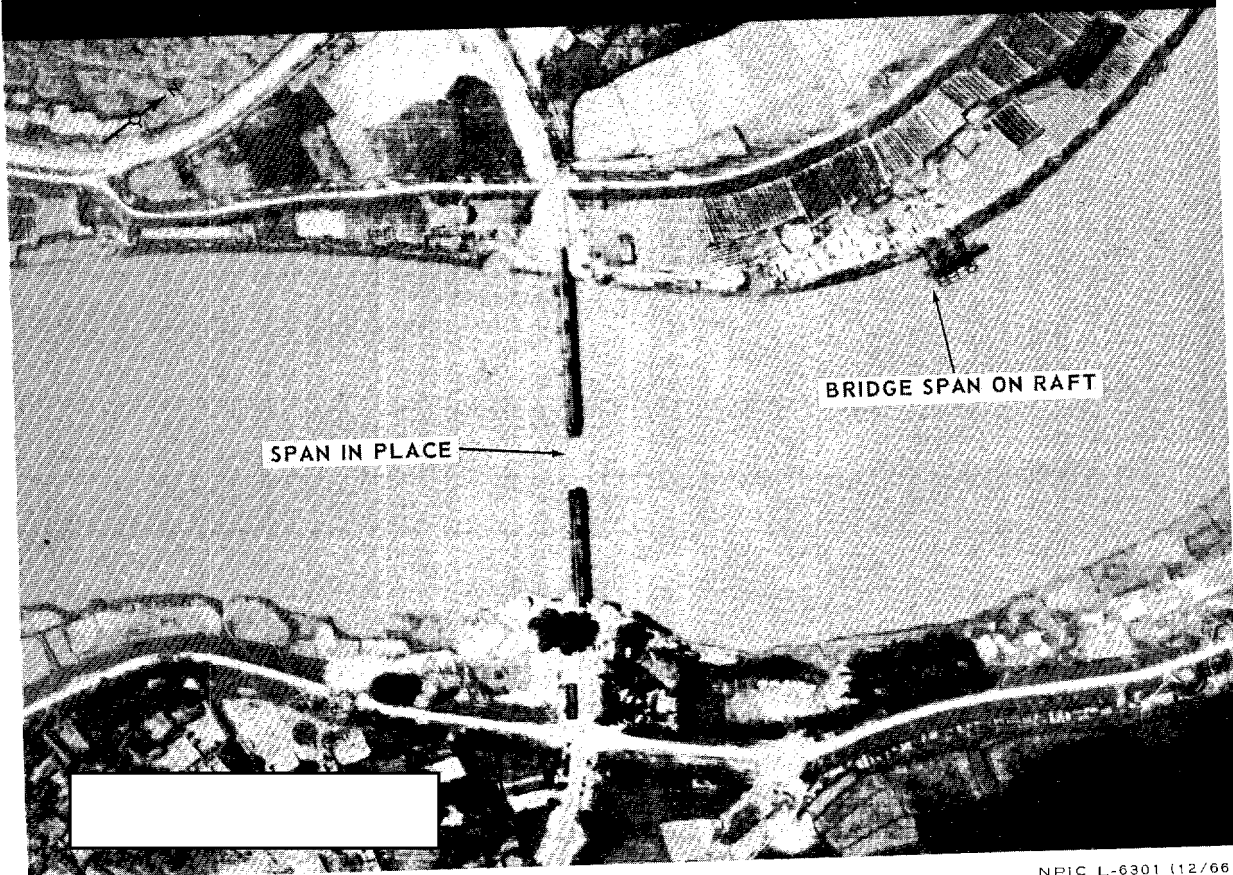
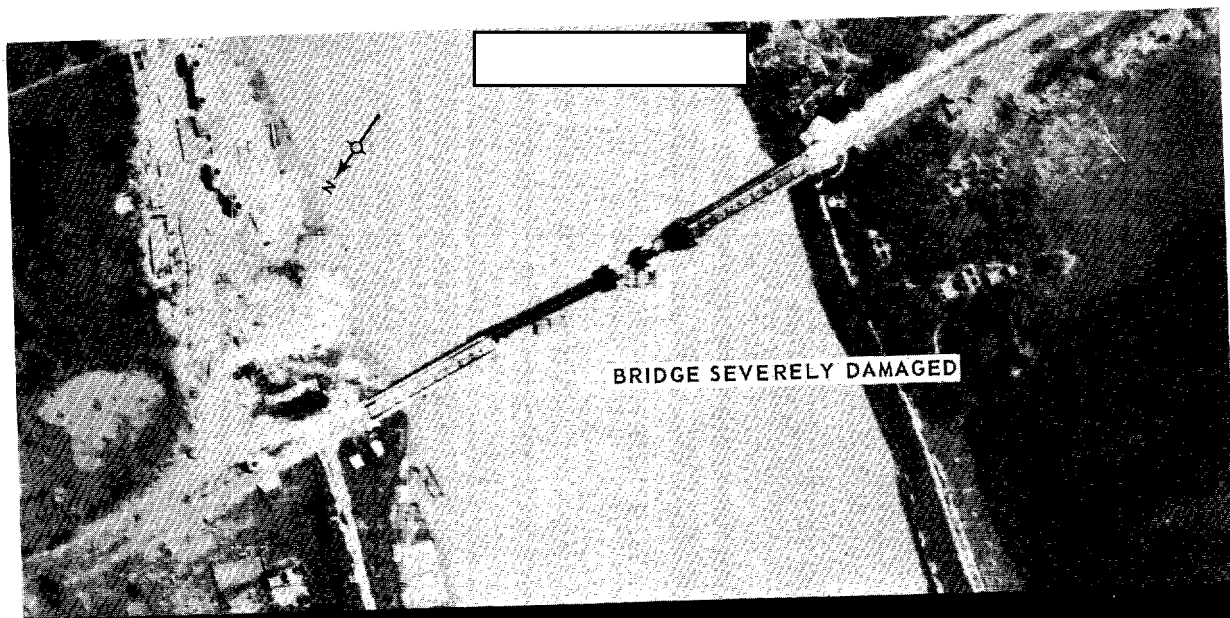
FIGURE 4. RAILROAD BRIDGES, DAP CAU, NORTH VIETNAM

NPIC L-6300 (12/66)

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FIGURE 5. RAILROAD BRIDGES, DAP CAU, NORTH VIETNAM

NPIC L-6301 (12/66)

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3. Road Status, Northern Laotian Panhandle

The northern Laotian Panhandle supply route through the Mu Gia Pass is apparently open to vehicular traffic. Laos Routes 1201 and 1202 are now concealed by dense foliage, however North Vietnam Route 15 is serviceable and in use north of the Laos/North Vietnam border to 17-54N 105-49E, as is the segment of Laos Route 23 observed from 17-29N 105-42E to 17-21N 105-43E. Photographic quality precludes determination of the serviceable river crossing at Ban Pakphanang, but the northwesternmost and two southernmost crossings are confirmed inactive (see map). Route 911 is serviceable and evidences heavy vehicular activity from 17-18N 105-44E to 17-10N 105-50E. These segments of Routes 15, 23, and 911 were in disuse or unserviceable on [REDACTED] (Summary 28, Item 2). Since Route 12 is interdicted and partially overgrown from 17-34N 105-38E to 17-34N 105-31E, vehicular movement is currently confined to the north-south routes.

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[REDACTED]

9119, DTG 012237Z, Dec 66; 9226, DTG 031847Z, Dec 66; 9239, DTG 060001Z, Dec 66

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NORTH VIETNAM

ROUTE 15

MU GIA PASS

ROUTE 1201

ROUTE 12

ROUTE 1202

LAOS

ROUTE 23

— CONFIRMED USE

- - - CONFIRMED DISUSE

ROUTE 911

ROUTE 911

ROUTE 23

JOG (A) SERIES 1505
SHEET NE 48-11
2ND EDITION NOV 65
SCALE 1:250,000

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4. Suspect Insurgent Facilities, Cambodia/South Vietnam Border Area

Sixteen suspect insurgent facilities are located north of Camp Le Rolland, Cambodia, along the Cambodia/South Vietnam border in the vicinity of 12-35N 107-30E. Unnumbered roads extend east from Route 141 into the area, and Cambodia Route 14 provides a direct link with the logistics network in Kratie Province (Summary 28, Item 4). Each facility, with its location and composition, is listed below.

1. Staging area, UTM YV578106; numerous trails, ground scarring, and foxholes.
2. Encampment, UTM YV590108; 12 buildings.
3. Encampment, UTM YV602106; 14 buildings.
4. Encampment, UTM YV652107; 15 buildings.
5. Encampment, UTM YV612085; 11 buildings.
6. Storage area, UTM YV663029; four buildings and vehicle tracks extending southwest to Dak Dam.
7. Encampment, bounded by UTM YV647009, UTM YV659009, UTM YV659001, and UTM YV647001; 18 buildings and vehicle tracks extending south to Dak Dam.
8. Encampment, UTM YV720105; six buildings.
9. Encampment, UTM YV728094; nine buildings.
10. Encampment, bounded by UTM YV733110, UTM YV743110, UTM YV746092, and UTM YV734092; 30 buildings.
11. Encampment, UTM YV770099; six buildings.
12. Encampment, bounded by UTM YV760045, UTM YV776045, UTM YV777034, and UTM YV760034; 25 buildings (majority centered at UTM YV763036).
13. Encampment, bounded by UTM YV785050, UTM YV791050, UTM YV794038, and UTM YV786038; 14 buildings.

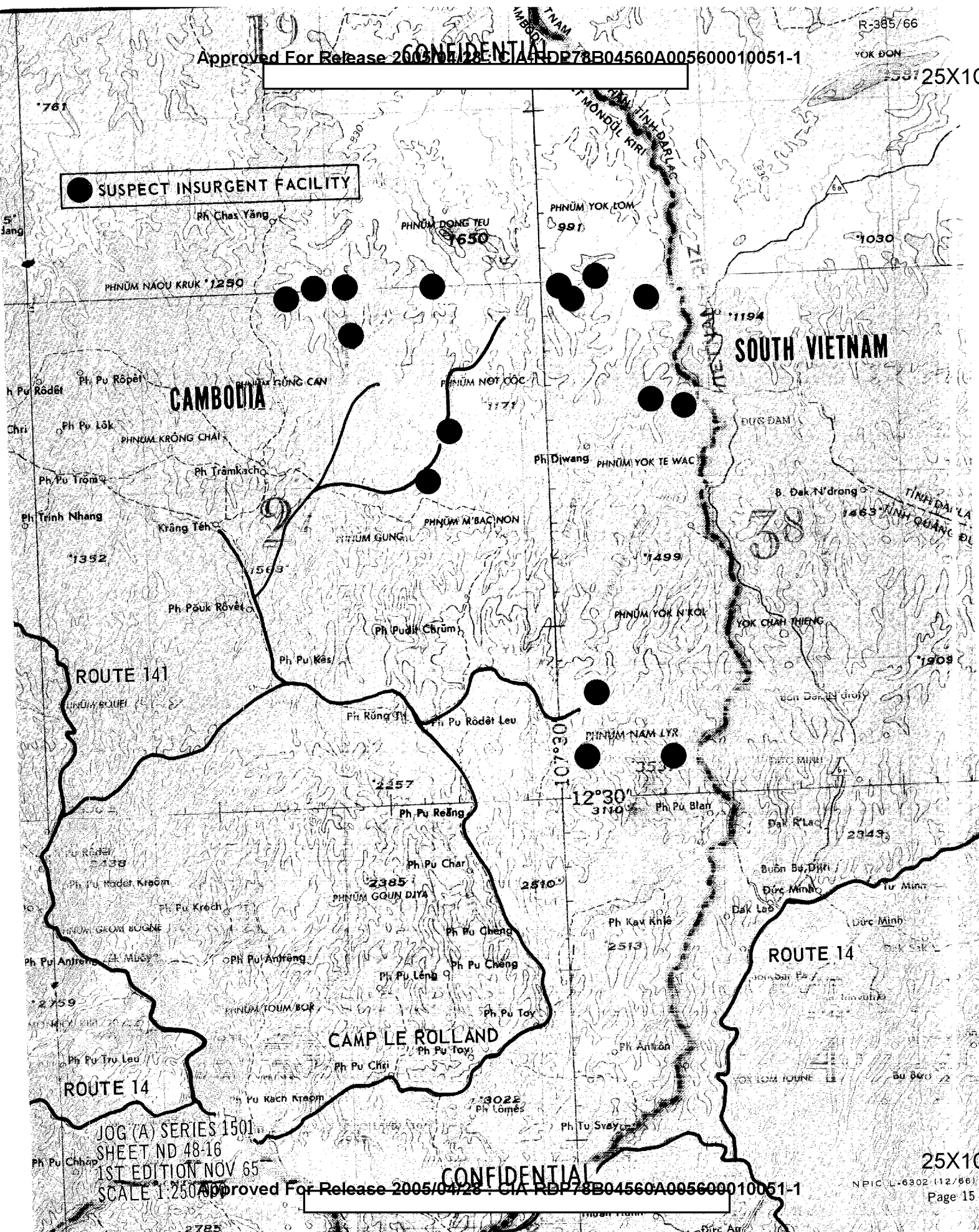
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YOK DON

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● SUSPECT INSURGENT FACILITY



JOG (A) SERIES 1501
SHEET ND 48-16
1ST EDITION NOV 65
SCALE 1:250,000

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14. Encampment, bounded by UTM YU732883, UTM YU739886, UTM YU739881, and UTM YU734880; 25 buildings and adjacent abandoned village with vehicle tracks extending southwest to Dak Dam.

15. Storage area, bounded by UTM YU722865, UTM YU737865, UTM YU737840, and UTM YU723840; eight buildings, extensive trail network, and vehicle tracks terminating 0.8 nm north.

16. Encampment, bounded by UTM YU770850, UTM YU780850, UTM YU784838, and UTM YU775833; seven buildings, extensive row crops at UTM YU779849, and trails crossing Prek Dak Dam (river) into South Vietnam.

Three additional facilities available for insurgent activity are located immediately east of the Cambodia/South Vietnam border along South Vietnam Route 6B (this road has deteriorated to a trail). A total of 28 buildings are located at 12-44N 107-35E (UTM YV805090), at 12-43N 107-35E (bounded by UTM YV809073, UTM YV812073, UTM YV804058, and UTM YV802059), and at 12-39N 107-35E (UTM YV812004).

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